

**Amendments to the Specification:**

Please replace paragraph 00019 with the following amended paragraph:

[00019]: Fig. 2 is an exploded view showing the fork tubes, a pair of straps, a mounting bracket holder, a holder cover, a three piece flanged wheel and a two mounting fasteners, as well as one of the shield mount brackets.

Please add the following new paragraphs after paragraph [00025]:

[00025.1] Fig. 8 shows an inclined garter spring used as a flexible element in the wheel; and

[00025.2] Fig. 9 shows another altered form of the flexible element of the wheel.

Please replace paragraph [00027] with the following amended paragraph:

[00027] Referring now to the drawings in greater detail, there is shown a windshield generally designated 10 and shown to be affixed to a front portion of a motorcycle fork tube generally designated 12 in FIGS. 1 and 2. These views show the windshield generally designated 10, a windshield stiffener 14 and one fork leg 16 shown fragmentarily in FIG. 2; the front end structure of the cycle includes a second identical leg (not shown) arranged to form part of the so-called triple clamp of the motorcycle as is known to those skilled in the art. A pair of straps generally designated

18, 20 are shown, and each of these has a body portion 22, 24, pairs of openings 26, 28, 30, 32 for engaging pairs of upper ears 33 and lower ears 34 of the attachment backbone 36. The backbone 36 has welded to it an upper stud 38 and a lower stud 40. The backbone 36 is then secured to the fork tubes by means of placing the ears 33, 34 through the openings 26, 28, 30, 32 in the straps bodies 22, 24. The straps bodies 22, 24 will then be tightened as will be described later.

Please replace paragraph [00031] with the following amended paragraph:

[00031] A fastener generally designated 100 includes a hexagonal opening 102 for an allen wrench or like tool (not shown), in an enlarged head 104 and a reduced diameter shank portion 106 which is sized to fit exactly through the inside diameter 74 of the sleeve 76. The shank 106 bears on the circular area 48 of the backbone cover 42 so the stud can pull the straps 22, 24 tight by pulling the cover against the straps bodies 22, 24 and thus pulling the straps bodies 22, 24 against the fork tube 12.

Please replace paragraph [00033] with the following amended paragraph:

[00033] The sleeve 76, urethane bushing 80 and flanged wheel ~~86~~ 70 are formed as an integrated unit in one embodiment, with the urethane bushing 80 being optionally bonded to both the sleeve 76 and the flanged

wheel 70, the inside and outside diameters 78, 82 of the urethane bushing being the affected parts. In the alternative, the ~~bushing~~ sleeve 76 may be press fit into the urethane bushing 80 which is fastened to the wheel 70.

Please replace paragraph [00034] with the following amended paragraph:

[00034] Referring now to Figs. 3-6, there is shown a windshield mounting bracket generally designated 110 and shown to include a main body portion 112, and a plurality of ears 114, 116 and 118, one of which may also be attached to the stiffener 14. In addition, and very importantly, the bracket 110 (whose mirror image is on the other side of the windshield assembly) has a generally upwardly extending slot generally designated 120 near the bottom of the bracket 112, and an upper, generally horizontally extending slot generally designated 124. The nearly horizontal slot 124 is defined by an upper, slightly arcuate line segment 126 and a lower slightly arcuate line segment 128 with the two segments being substantially parallel to each other. The two segments are joined by a circular arcuate surface 129, and importantly, by a very small projection or bump 130. The bump 130 keeps the upper wheel in contact with the circular arcuate surface 129, and provides resistance to escape of the wheel ~~86~~ 70 once it is in place. The bump 130, although small, also provides substantial resistance during positioning the shield when it is being installed. As can be seen, the arcuate surfaces 126, 128 ~~have a radius approximately equal to the imaginary~~

~~radius line 122.~~ are formed with their centers about the center of the lower wheel 52. The upper wheel 70 moves on radius line 122 during installation.

Please replace paragraph [0036] with the following amended paragraph:

[0036] Referring now to Figs. 7-7A, there is shown an embodiment in which, rather than having a stud protrude from the fork legs, and mounting the docking points, the docking points are attached directly to the ~~fork tube~~ fork tube cover 140 and also to the triple clamp 142 holding the fork tubes 144.

Please replace paragraph [00040] with the following amended paragraph:

[00040] Referring now to another variation or embodiment of the invention, accessories of another kind, such as saddlebags, for example, may be mounted and dismounted with equal ease in this way. In this case, the bracket mounting the saddlebags is disposed in a generally horizontal plane. One would use the two docking points on either side of the apparatus, with the docking points being affixed directly to a fender brace, ~~or example~~ for example. Thereupon, the two docking points being spaced apart, one would cause the smaller wheels to enter the smaller, horizontal slot, whereas the other or larger docking point would engage the generally vertical slot. With the apparatus then being pushed downwardly, the apparatus would then be positioned snugly. ~~be in snug condition.~~ The

lifting force required to remove the apparatus would normally be of the same order as in the other case, say 30 to 40 pounds. If an additional fastening apparatus is needed, for example, a claw-type unit such as disclosed in U.S. Patent No. 6,484,914 could be used. However, the convenience of using this type of apparatus for moderate installation force applications would more ~~then~~ than justify its use. The ease of applying the accessory is accounted for by the fact that the larger wheels are preferably rotatable and somewhat elastic in their mid-section, and yet retain ~~there~~ their integrity. The smaller wheels are desirably also rotatable, but the smaller wheel need not, strictly speaking, be rotatable.

Please replace paragraph [00042] with the following amended paragraph:

[00042] It is possible for something other than an elastomer to be used as the core of the wheel. Thus, a series of inclined spokes 200 or the like could be placed in the core of the wheel, or a sinuous spring, for example, a garter spring 202 that is inclined somewhat so as to deflect a small amount on the application of a force could also be used. The stiffness of the elastomer should be taken into account with a durometer of about 70 to about 95, with about 90 being preferred. Obviously, the invention is suitable to be practiced not only with motorcycles, but also with so-called "motor driven cycles", mopeds, motor scooters, ATCs (all terrain cycles), or ATVs (all terrain vehicles). This is what is meant by the expression "motorcycle or the like" as used herein. Other variations will occur to those

skilled in the art and such may be made without departing from the spirit of the invention or the scope of the appended claims.